Amendments to the Specification:

The paragraph starting at page 7, line 26, is amended and now reads as follows:

-- For an opened secondary air charge valve 45, a part of the total air mass flow ms_{ges} flows into the second air branch 60 and there results in the air mass flow ms_{SLL} which drives the turbine 25. The compressor 70 is driven via the shaft 75 and compresses the secondary air mass flow ms_{SL} in the secondary air line 65. The secondary air mass flow ms_{SL} is supplied to the exhaust-gas system 15 when the secondary air pump valve 50 is open and makes possible an after combustion of uncombusted fuel residue in the exhaust-gas system 15 for heating up the catalytic converter 80. The supply of the secondary air mass flow ms_{SL} into the exhaust-gas system 15 is therefore an advantage primarily after engine start so long as the catalytic converter 80 has not reached its operating temperature. In this way, the operating temperature of the catalytic converter 80 can be reached more rapidly. As soon as the catalytic converter 80 has reached its operating temperature, the supply of secondary air via the secondary air line 65 can be ended. A temperature sensor in the region of the catalytic converter 80 can be provided for detecting the catalytic converter temperature and this temperature sensor is connected to the control means 35 which, however, is not shown in FIG. 1 for the sake of clarity. The termination of the secondary air supply can be achieved by [[the]] closing the secondary air charge valve 45 and/or the

secondary air pump valve 50. --

The paragraph starting at page 18, line 14, is amended and now reads as follows:

-- Wherein: Φ_{air} is the oxygen concentration in the secondary air supplied via the secondary air line 65; $\Phi_{ex\text{-}gas}$ is the oxygen concentration in the exhaust ~~gas,~~ gas which results only on the basis of the desired value λ_{des} for the air/fuel mixture ratio to be realized in the combustion chamber 105 of the cylinder 125. --